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2011 - 2015 Dodge Charger Pursuit Vehicle Upfitter Guide

SAFETY NOTICE

This publication's purpose is to provide technical training information to individuals in the automotive trade. All test and repair procedures must be performed in accordance with manufacturer's service and diagnostic manuals. All ***warnings***, ***cautions***, and ***notes*** must be observed for safety reasons. The following is a list of general guidelines:

- Proper service and repair is critical to the safe, reliable operation of all motor vehicles.
- The information in this publication has been developed for service personnel, and can help when diagnosing and performing vehicle repairs.
- Some service procedures require the use of special tools. These special tools must be used as recommended throughout this Technical Training Publication, the diagnostic manual, and the service manual.
- Special attention should be exercised when working with spring- or tension-loaded fasteners and devices such as E-Clips, Cir-clips, snap rings, etc. Careless removal may cause personal injury.
- Always wear safety goggles when working on vehicles or vehicle components.
- Improper service methods may damage the vehicle or render it unsafe.
- Observe all ***warnings*** to avoid the risk of personal injury.
- Observe all ***cautions*** to avoid damage to equipment and vehicles.
- ***Notes*** are intended to add clarity and should help make your job easier.

Cautions and ***warnings*** cover only the situations and procedures Chrysler Group LLC has encountered and recommended. Neither Chrysler Group LLC nor its subsidiaries or affiliates cannot know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or of the possible hazards for each. Consequently, Chrysler Group LLC and its subsidiaries and affiliates have not undertaken any such broad service review. Accordingly, anyone who used a service procedure or tool that is not recommended in this publication, must be certain that neither personal safety, nor vehicle safety, is jeopardized by the service methods they select.

MASTERTECH

UPFITTER GUIDE

VEHICLE SPECIFICATIONS

Figure 1 Dodge Charger Pursuit Vehicle

This upfitter guide has been assembled to give facilities technical information on the Dodge Charger Pursuit vehicle that may be required when installing accessories or equipment for use in fleet applications. Not all vehicles purchased are equipped with the same accessories, so there may be items covered in this guide that are not featured on the vehicle purchased by your department.

VEHICLE DIMENSIONS

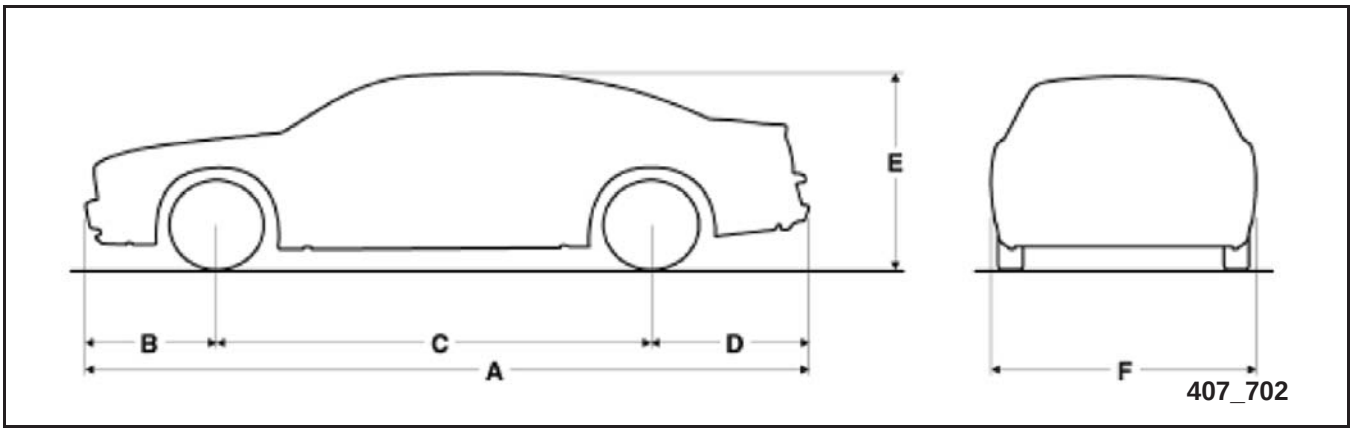


Figure 2 Vehicle Dimensions

Vehicle Dimensions

- Length (A) = 5,077 mm (199.9 in.)
- Front overhang (B) = 924 mm (36.4 in.)
- Wheelbase (C) = 3,052 mm (120.2 in.)
- Rear overhang (D) = 1,101.5 mm (43.4 in.)
- Height (E) = 1,491 mm (58.7 in.)
- Width (F) = 1,904 mm (75.0 in.)

CHRYSLER FLEET WEBSITE

Figure 3 Chrysler Fleet Website

The Chrysler Fleet website is another resource for up-to-date specification information on the Dodge Charger Pursuit and other fleet vehicles. An electronic copy of additional upfitter information, as well as options and service recommendations, are also found at www.fleet.chrysler.com.

Vehicle Systems Interface Module (VSIM) 2011–2014.5

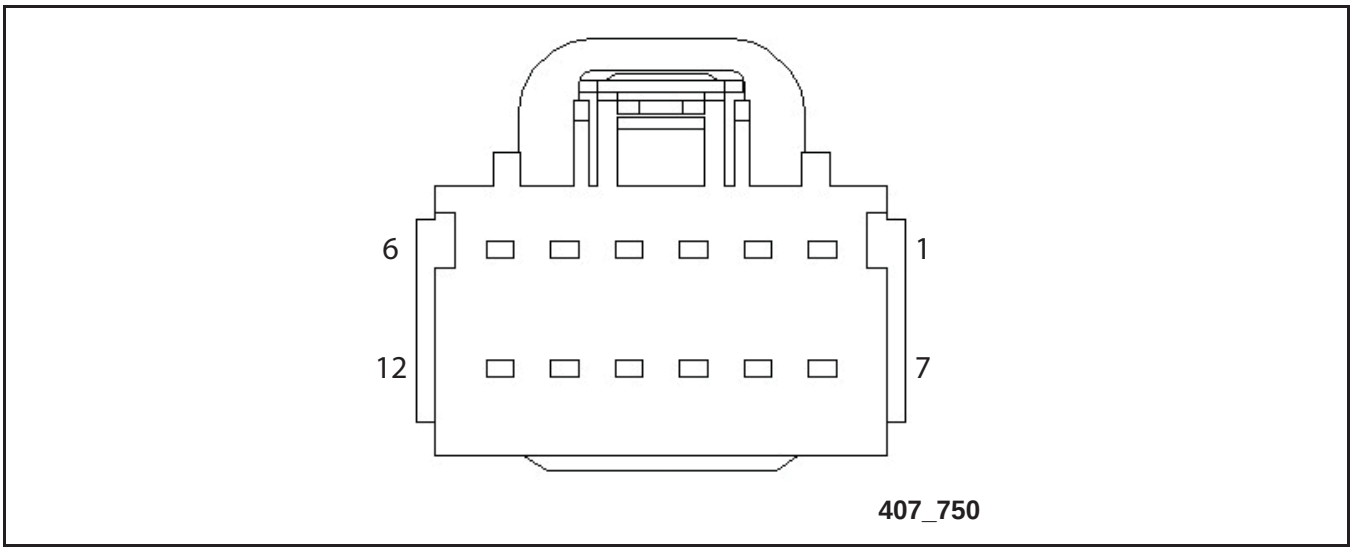


Figure 4 2011–2014.5 VSIM 12-way Connector

Table 1 2011–2014.5 VSIM 12-way Connector Pinout

Cavity	Circuit	Function	Upfitter Requirements
1	A100 16 RD/WHT		Fused (20A) B (+)
2	A101 16 VT/RD		Fused (20A) B (+)
3	A102 16 WHT/RD		Fused (20A) B (+)
4	F100 16 PK/VT		Fused 20A accessory Voltage (with IGN ON or ACC - Police 1 Relay Output)
5	F101 16 VT/PK		Fused 20A accessory Voltage (with IGN ON or ACC - Police 3 Relay Output)
6	F102 16 WHT/PK		Fused 20A accessory Voltage (with IGN ON or ACC - Police 2 Relay Output)
7	BK/TN	Pass Through	
8	BK/WT	Pass Through	
9	BK/OR	Pass Through	
10	BK/GR	Pass Through	
11	BK/RD	Pass Through	
12	BK/BL	Pass Through	

NOTE: The 12- and 24-way connectors are located under the center console. The opposite end of the 12-way connector is found near the RH front bumper near the power steering pump, or attached to a stud near the underhood PDC.

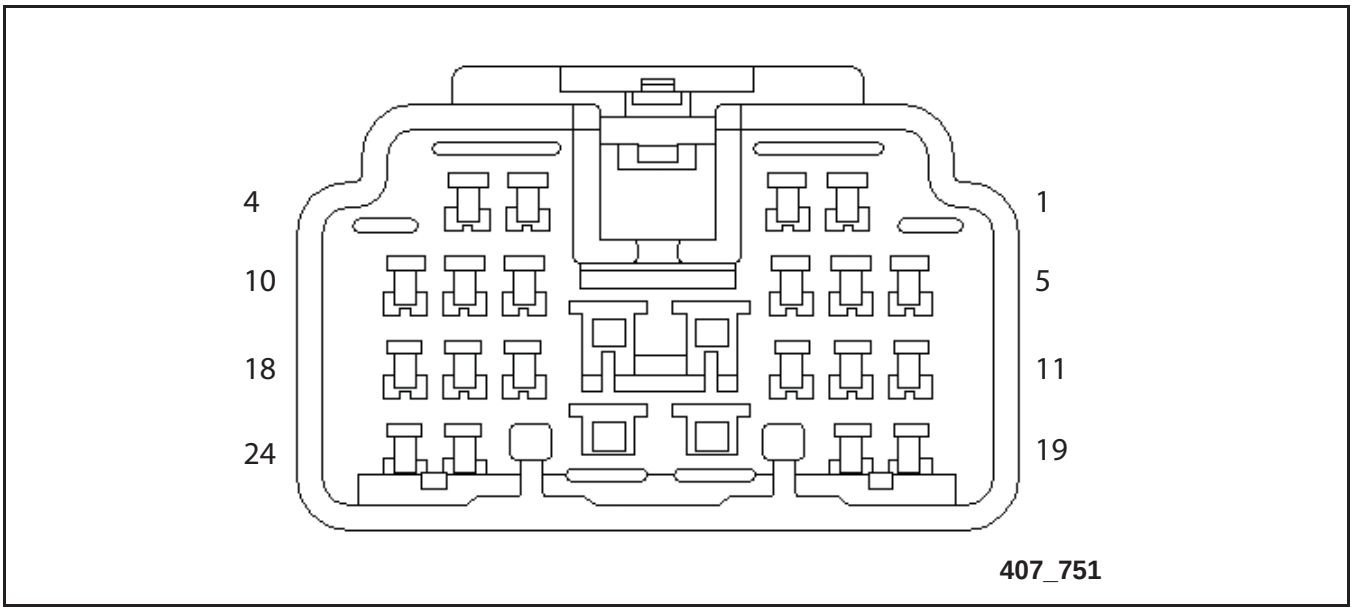


Figure 5 2011–2014.5 VSIM 24-way Connector

Table 2 2011–2014.5 VSIM 24-way Connector Pinout

Cavity	Circuit	Function	Upfitter Requirements
1	W500 20BR/OR	Front flashing lights (WigWags) **12V input to VSIM**	None - current limiting resistor is internal to VSIM
2	W501 20BLK	Rear flashing lights (WigWags) **12V input to VSIM**	None - current limiting resistor is internal to VSIM
3	W511 20BR/WT	Police radio input **12V input to VSIM**	None - current limiting resistor is internal to VSIM
4	W512 20BR/VT	Brake lamp switch sense **10V output from VSIM**	N/A
5	W513 20BR/GY	Horn switch sense **9V output when horn is pressed**	None - current limiting resistor is internal to VSIM
6	W514 20BR/YL	P/N switch sense **10V Output from VISM**	
7	W515 20BR/LB	VTSS/Panic alarm ON signal **9V Output from VSIM**	N/A
8	W516 20BR/DB	Headlamp switch sense **10V Output from VSIM**	N/A
9	W517 20BR/LG	Side airbag status signal **12V Output from VSIM when airbag deploys**	N/A
10	W518 20BR/DG	Front airbag status signal **12V Output from VSIM when airbag deploys**	N/A

Cavity	Circuit	Function	Upfitter Requirements
11	W530 20BR/DG	VSIM CAN-B bus (+)	N/A
12	W531 20BR/LG	VSIM CAN-B bus (-)	N/A
13	W521 20BR/WT	Cluster dimming sense **12V Output from VSIM**	N/A
14	W522 20BR/VT	Engine running signal **10V Output from VSIM**	N/A
15	W523 20BR/GY	Driver door ajar switch sense **10V Ouput from VSIM with door open**	N/A
16	Z384 20BK	Signal ground that is noise suppressed	N/A
17	NOT USED	NOT USED	N/A
18	NOT USED	NOT USED	N/A
19	W526 20BR/DB	Vehicle speed signal **12V** **10 Hz/mph pulse-width modulated**	N/A
20	W536 20BR/YL	Horn mute signal **12V, 20 mA Input to VSIM disables horn function**	NONE - Current limiting resistor is internal to the VSIM
21	W537 20BR/VT	VTSS mute signal **12V, 20 mA Input to VSIM**	NONE - Current limiting resistor is internal to the VSIM
22	W538 20BR/OR	Fuel level status signal **12V PWM Output**	N/A
23	W539 20BR/DB	Driver seatbelt switch sense **10V Output from VSIM when buckled**	N/A
24	W540 20BR/DG	MIL Malfunction indicator lamp **9V Output from VSIM when MIL is on**	N/A

2015 VSIM

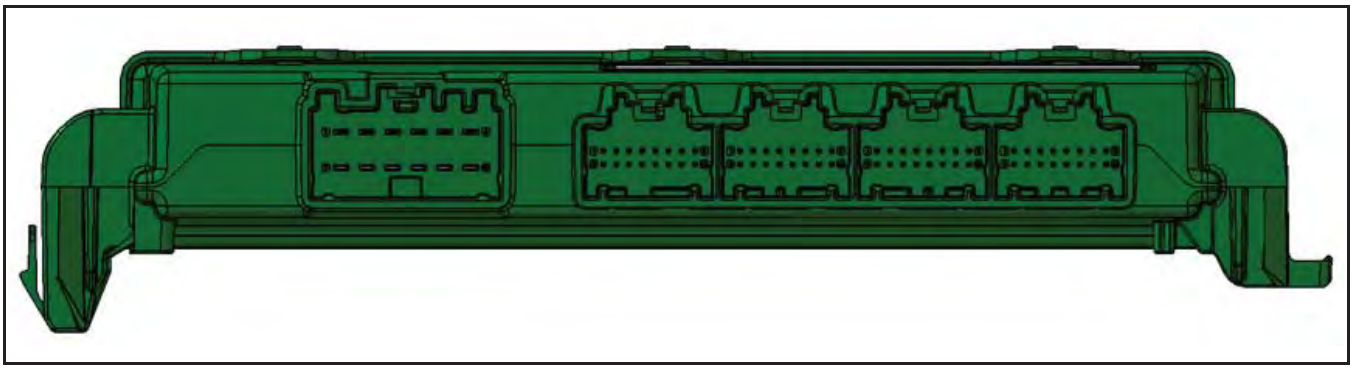


Figure 6 2015 VSIM

The microcontroller-based electronic Vehicle System Interface Module (VSIM) (also known as the Vehicle Systems Integration Module/VSIM or the aftermarket module) contains the electronic logic circuitry and software that enable many of the aftermarket equipment and systems typically installed on police or fleet vehicles to communicate with and be integrated with the electronic control modules and features already installed in the vehicle. The VSIM can communicate with aftermarket modules or with other electronic modules in the vehicle using the Controller Area Network (CAN) C data bus.

The VSIM is powered by a fused B(+) circuit and is grounded at all times so that it can operate regardless of the ignition switch position. The module awakens or sleeps based upon the status of the CAN C data bus network. The module monitors both active and stored Diagnostic Trouble Codes (DTC) through On-Board Diagnostics (OBD) and communicates with a diagnostic scan tool using the CAN C data bus.

The VSIM is located under the LH side of the instrument panel assembly.

Vehicle Systems Interface Module (VSIM) 2015 - Newer

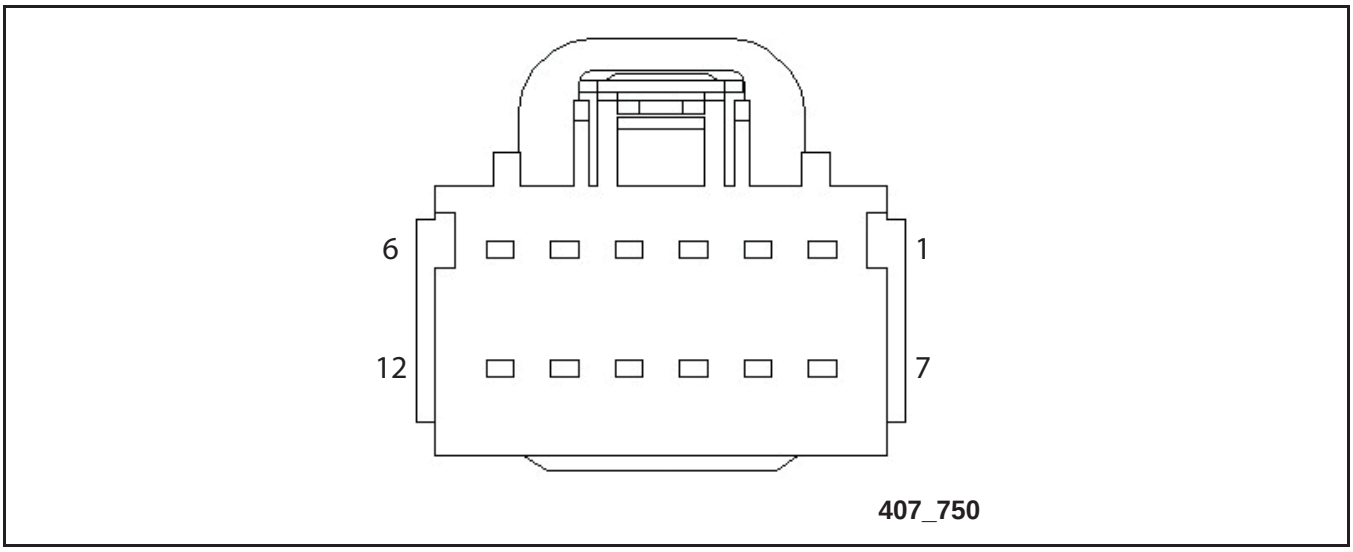


Figure 7 2015 - Newer VSIM 12-way Connector

Table 3 VSIM 12-way Connector Pinout

Cavity	Circuit	Function	Upfitter Requirements
1	A100 16 RD/VT		Fused (20A) B (+)
2	A101 16 VT/RD		Fused (20A) B (+)
3	A102 16 WHT/RD		Fused (20A) B (+)
4	F100 16 PK		Fused 20A accessory Voltage (with IGN ON or ACC - Police 1 Relay Output)
5	F103 16 PK/GY		Fused 20A accessory Voltage (with IGN ON or ACC - Police 3 Relay Output)
6	F103 16 PK/DB		Fused 20A accessory Voltage (with IGN ON or ACC - Police 2 Relay Output)
7	Z384 18 BK	Pass Through	
8	P239 18 LG/WT	Pass Through	
9	P820 18 BR/OR	Pass Through	
10	P822 18 BR/WT	Pass Through	
11	W507 18 OR	Pass Through	
12	W508 18 OR/BR	Pass Through	

NOTE: Mating connector/pigtail 68251805AA

Vehicle Systems Interface Module (VSIM) 2015

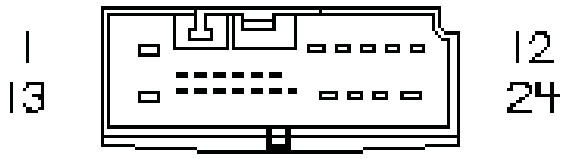


Figure 8 2015 - Newer VSIM 24-way C1 Connector (Grey)

Table 4 VSIM 24-way C1 Connector Pinout

Cavity	Circuit	Function	Type	Upfitter Requirements
1	W561 18 LG/BR	Steering Wheel Switch 1	High-side driver, Pulled down	12V Digital output, low current
2	W562 18 LG/VT	Steering Wheel Switch 2	High-side driver, Pulled down	12V Digital output, low current
3	NC	Future Use		
4	NC	Future Use		
5	NC	Future Use		
6	NC	Future Use		
7	NC	Future Use		
8	W563 18 LG/DB	Steering Wheel Switch 3	High-side driver, Pulled down	12V Digital output, low current
9	W734 18 PK/GY	Upfitter Ignition Run/ Accy 2	Low-side driver, Pulled up	
10	W736 18 PK/YL	Upfitter Ignition Run	Low-side driver, Pulled up	
11	W720 20 VT/OR	Upfitter Any Door Ajar	Low-side driver, Pulled up	
12	G745 20 VT/WT	Police VISM Inline: Right Front Passenger Door Ajar	Low-side driver, Pulled up	

Cavity	Circuit	Function	Type	Upfitter Requirements
13	G776 20 VT/YL	Police VISM Inline: Right Rear Door Ajar	Low-side driver, Pulled up	
14	NC	Future Use		
15	NC	Future Use		
16	NC	Future Use		
17	NC	Future Use		
18	NC	Future Use		
19	G755 20 VT/GY	Police VISM Inline: Left Rear Door Ajar	Low-side driver, Pulled up	
20	W522 18 OR/WT	Engine Running/Hour Meter	High-side driver, Pulled down	
21	W702 20 DG/DB	Upfitter Trans Reverse Position	Low-side driver, Pulled up	
22	W703 20 DG/LB	Upfitter Trans Drive Position	Low-side driver, Pulled up	
23	K682 20 DB/WT	Police VISM Inline: Any Door Ajar	Low-side driver, Pulled up	
24	NC			

NOTE: Mating connector/pigtail 68213591AAA

NOTE: A high-side driver provides a voltage source in most cases to a relay control circuit. A low-side driver provides a ground to a relay or lamp circuit for control.

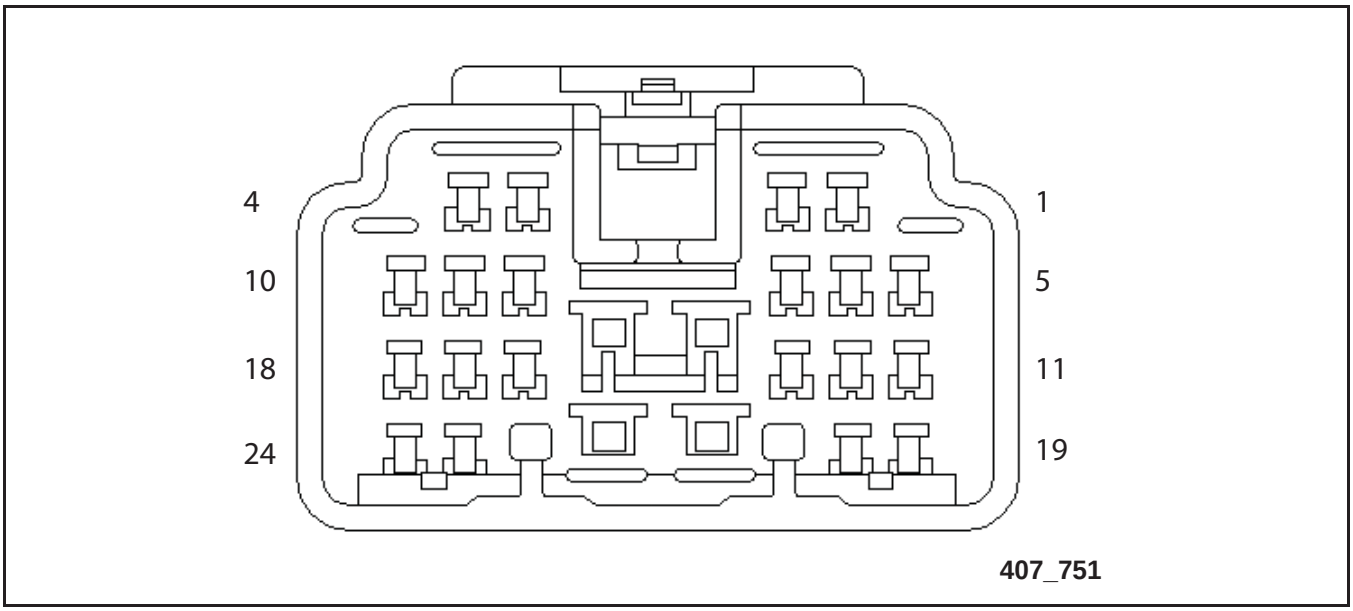


Figure 9 2015 - Newer VSIM 24-way C2 Connector (White)

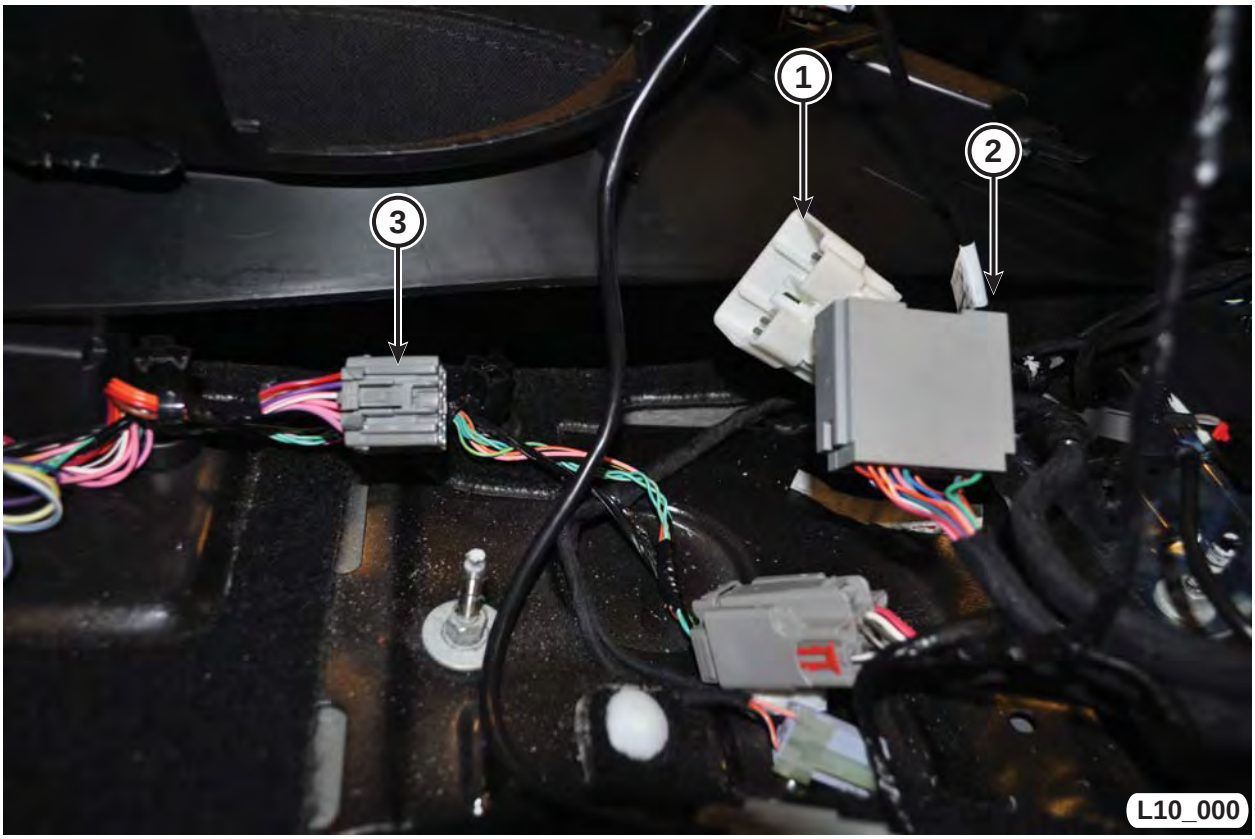
Table 5 VSIM 24-way C2 Connector Pinout

Cavity	Circuit	Function	Type	Upfitter Requirements
1	W500 18 BR/OR	Front flashing lights (WigWags) **12V input to VSIM**		N/A
2	W501 18 BR/VT	Rear Wig Wag Switch Signal **12V input to VSIM**		N/A
3	W640 18 BR/WT	Upfitter Audio Switch Mute Signal		N/A
4	W726 18 BR/VT	Upfitter Brake Pedal Depressed	High-side driver, Pulled down	N/A
5	W513 18 BR/GY	Horn Activation	High-side driver, Pulled down	N/A
6	W700 20 BR/YL	Upfitter Trans Park Position	High-side driver, Pulled down	N/A
7	W515 18 BR/LB	Panic Alarm Activation	High-side driver, Pulled down	N/A
8	W516 18 BR/DB	Headlamps ON Strobe	High-side driver, Pulled down	N/A

Cavity	Circuit	Function	Type	Upfitter Requirements
9	W524 18 BR/LG	Vehicle Speed Transmit	High-side driver, Pulled down	N/A
10	W553 18 BR/DG	Stealth Mode Active	High-side driver, Pulled down	N/A
11	W532 22 BR/DG	Upfitter Side CAN-IHS (+)		N/A
12	W534 22 BR/LG	Upfitter Side CAN-IHS (-)		N/A
13	W552 18 BR/WT	Cluster Dimming Active Signal	High-side driver, Pulled down	N/A
14	W522 18 BR/VT	Engine Running/Hour Meter	High-side driver, Pulled down	N/A
15	W523 18 BR/GY	Driver Door Ajar	High-side driver, Pulled down	N/A
16	Z910 18 BK	Police VISM Inline Ground		N/A
17	K684 20 DB/YL	Police VISM Inline	Not Currently Used	N/A
18	K686 20 DB/WT	Police VISM Inline	Not Currently Used	N/A
19	W526 18 BR/DB	Vehicle Speed Return Signal	High-side driver, Pulled down	N/A
20	W536 18 BR/YL	Horn Switch Mute		N/A
21	W537 18 BR/OR	Panic Alarm Switch Mute Signal	High-side driver, Pulled down	N/A
22	NC			N/A
23	W710 18 BR/DB	Upfitter Seat Belt Not Latched	High-side driver, Pulled down	N/A
24	W540 20 BR/DG	MIL Lamp ON	High-side driver, Pulled down	N/A

NOTE: Mating connector/pigtail 68251804AA

VSIM Connectors for Upfitting (2015 - Newer)



1	24-way C2 (White)	3	12-way
2	24-way C1 (Grey)		

Figure 10 VSIM Interface Connectors

The VSIM upfitter connectors are located under the center console. The two 24-way connectors are located close to the bottom of the instrument panel, while the 12-way connector is located next to the mounting bolt for the console.

NOTE: There are sensors for the keyless entry system and antilock brake system located under the console. Make sure during upfit that the sensors are not repositioned. Sensor placement is critical for proper system operation.

12-Way Connector Terminals

Figure 11 12-Way Pigtail Location

The opposite end of the 12-way connector (terminals 7-12) are located under the hood, next to the power distribution center.

STEERING WHEEL SWITCHES (2015 - NEWER)

Auxiliary Switches

Figure 12 Auxiliary Switches

The auxiliary switch assembly is part of the right steering wheel switch pod, which also housed the speed control switches. The switch assembly is connected to the steering column control module, which is part of the steering column assembly. The switches communicate to the steering column control module through a local interconnect network (LIN). The switches provide an input to the vehicle systems interface module (VSIM) which provides a 12V digital output (low current) to the upfitter connector, mounted under the center console.

The switches are not serviceable, and must be replaced as an assembly if damaged. Information on each switches output is located in the chart in this section.

LIGHTING

Police Dome Light

Figure 13 Police Dome Light

The police dome light switch has three positions. Position one is used for white light, position two is used for red LED light, and position three is OFF. When the dome light is not needed, always remember to return the dome light switch to the OFF (center) position to prevent the vehicle battery from discharging.

Spot Light

Figure 14 Spot Light

The spot light connector is located at the leading edge of the headliner near the A-pillars.

CAUTION: Make sure the airbag tether is correctly fastened in place.

Stealth Mode

This vehicle is designed for periods of surveillance. The dimmer control is located next to the headlight switch, on the left side of the instrument panel. By rotating the dimmer control to the extreme OFF position (to stealth mode), all interior illumination, except for the EVIC display on the IPC, backlighting for the door switches, and the vehicle critical warning indicators, will be eliminated. The EVIC display and the warning indicators will go to the lowest legal limit.

The courtesy (interior) lights are disabled when opening the door and will operate only by rolling the headlight dimmer switch to the fully upward (detent) position, or by pressing each map light individually.

PROGRAMMING

Grille, Visor, Side, and Rear Deck Lights

NOTE: Prior to programming flash patterns, the lighthead must be on and activated.

When using Scan-Lock™ (WHT/VIO), advance to the next pattern by applying +VDC to the WHT/VIO wire for less than one second.

To cycle backwards, apply +VDC for more than one second.

To reset to the factory default pattern, turn off power to the lighthead. While applying +VDC to the WHT/VIO, turn the lighthead back on. Continue to apply voltage for five seconds.

Lightheads configured to display the Phase 1 mode of a pattern will flash simultaneously. Any lightheads configured to display the Phase 2 mode will alternate with any Phase 1 lightheads with the same pattern.

To sync two lightheads, configure both lightheads to display the same Phase 1 pattern. With the power off, connect the GRAY wires from each lighthead together. When the lightheads are activated, their patterns will be synchronized. To configure the two lightheads to alternate their patterns, advance the pattern of either lighthead to the Phase 2 mode of the current pattern. The same concept applies to Phases 3 and 4.

To understand how to use the Sync feature with more than two lightheads, the principles will be applied to a sample system consisting four lightheads with two mounted on the rear driver side and two mounted on the rear passenger side. With all the wiring complete, turn on all four lightheads. As shipped from the factory, the lightheads will all display: SignalAlert™ 75 – Phase 1. To configure one side to alternate with the other side, change the pattern for either the passenger or driver side to Phase 2 mode for that pattern.

Table 6 Rear Deck Lights Flash Patterns and Sync Table Patterns

Flash Patterns		Sync
1	SignalAlert™ 75	PH1
2	SignalAlert™ 75	PH2
3	CometFlash™ 75	PH1
4	CometFlash™ 75	PH2
5	DoubleFlash™ 75	PH1
6	DoubleFlash™ 75	PH2
7	SingleFlash™ 75	PH1
8	SingleFlash™ 75	PH2
9	ComAlert™ 75	PH1
10	ComAlert™ 75	PH2
11	LongBurst™ 75	PH1
12	LongBurst™ 75	PH2
13	PingPong™ 75	PH1
14	PingPong™ 75	PH2
15	Single Flash™ 60	PH1
16	Single Flash™ 60	PH2
17	Single Flash™ 90	PH1
18	Single Flash™ 90	PH2
19	Single Flash™ 120	PH1
20	Single Flash™ 120	PH2

Front, Rear, and Corner Lights

NOTE: Prior to programming flash patterns, the lighthead must be on and activated.

To Change Pattern

To advance to the next pattern, apply +12VDC to the WHITE wire for less than one second and release. To cycle back to the previous pattern, apply +12VDC to the WHITE wire for more than one second and release.

To Change the Default Pattern

When the desired pattern is displayed, allow it to run for more than five seconds. The lighthead will display this pattern when initially activated.

To Restore the Factory Default Pattern

With the light turned off, apply power to the WHITE wire. With power applied to the WHITE wire, turn the light on. Allow the unit to run for three seconds before removing power from the WHITE wire.

Sync

To sync two or more lightheads, configure all lightheads to display the same Phase 1 pattern. Turn the lightheads off and connect the GREY wires coming from the lightheads together. When the lightheads are activated, the patterns displayed will be synchronized. To configure specific lightheads to alternate their patterns with other lightheads, advance the pattern of either lighthead to Phase 2 of the current pattern.

Table 7 Corner Lights Flash Patterns and Sync Patterns

Flash Patterns		Sync
1	SignalAlert™ 75	PH1
2	SignalAlert™ 75	PH2
3	CometFlash™ 75	PH1
4	CometFlash™ 75	PH2
5	DoubleFlash™ 75	PH1
6	DoubleFlash™ 75	PH2
7	SingleFlash™ 75	PH1
8	SingleFlash™ 75	PH2
9	ComAlert™	PH1
10	ComAlert™	PH2
11	LongBurst™	PH1
12	LongBurst™	PH2
13	PingPong™	PH1
14	PingPong™	PH2

Table 8 Corner Lights Flash Patterns and Non-Sync Patterns

Flash Patterns	
15	SingleFlash™ 90
16	SingleFlash™ 90
17	SingleFlash™ 90
18	DoubleFlash™ 150
19	ComAlert™ 150
20	ActionFlash™ 1
21	Actionflash™ 2
22	ModuFlash™
23	ActionScan™
24	Steady

CANTROL MODULE

Figure 15 CanTrol Module Location

The added electrical system can include an auxiliary power distribution center, wiring harness, CanTrol module, and lights.

The CanTrol module is a state-of-the-art, emergency lighting and siren system that utilizes a computer-controlled system of relays for switching. The CanTrol module communicates with the VSIM to determine light operation. These systems do not communicate with the vehicle's bus, but may use information provided by the VSIM to operate pre-programmed outputs, depending on how the vehicle is configured. If the vehicle is only equipped with a lightbar, it does not use a CanTrol module, but uses a separate controller installed by the municipality.

CanTrol Connectors

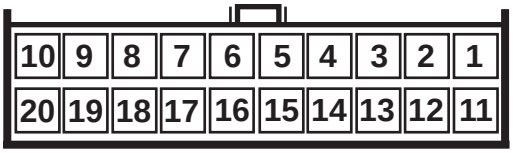


Figure 16 CanTrol J4 Connector

Table 9 CanTrol J4 Connector Pinout

Position	Function	Base Prep Wire Color
1	Horn Mute	Brown/Yellow
2	N/A	Red/White
3	Rear WigWag	Brown/Violet
4	Front WigWag	Brown/Orange
5	Tail LED +	Red/Blue
6	Corner LED +	Black/Green
7	Grille LED +	Black/Orange
8	Mirror LED +	Red/White
9	Visor +	Red/Orange
10	B-pillar	Red/Brown
11	N/A	White
22	N/A	N/A
13	Rear Deck Flash	Red/Gray
14	Gunlock	Blue
15	T/A Left	White/Black
16	T/A Right	Orange
17	T/A Flash	Blue/White
18	N/A	White/Blue
19	N/A	White/Violet
20	N/A	White/Gray

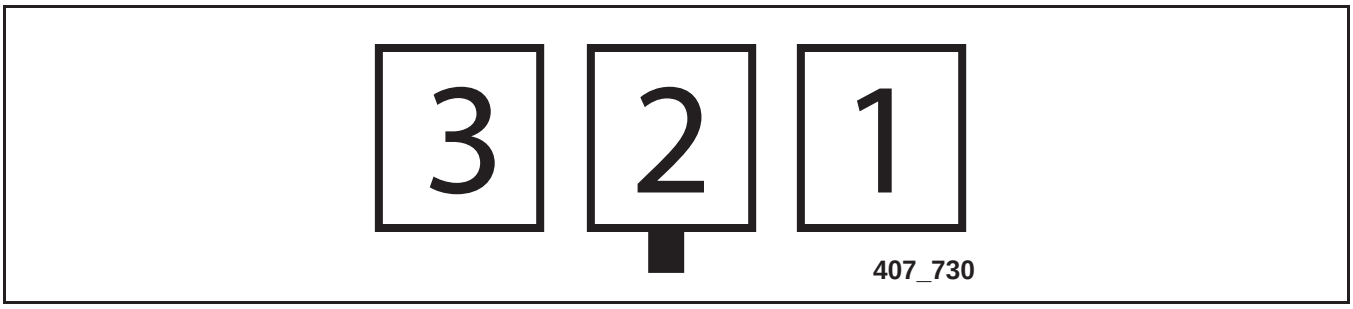


Figure 17 CanTrol J17 Connector Pinout

Table 10 CanTrol J17 Connector Pinout

Position	Function	Base Prep Wire Color
Siren 1	Speaker Hi	Black/Tan
Siren 2	N/A	N/A
Siren 3	Speaker Lo	Black/White

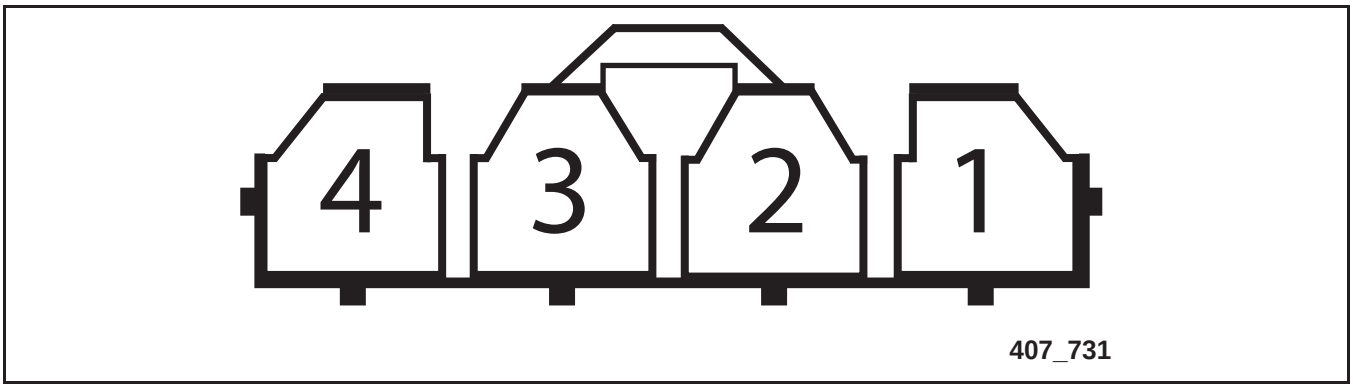


Figure 18 CanTrol J17 Molex Connector

Table 11 CanTrol J17 Molex Connector

Position	Function	Base Prep Wire Color
Molex 1	Ground	Black
Molex 2	Ground	Black
Molex 3	Power	Red X 2
Molex 4	Power	Red X 2

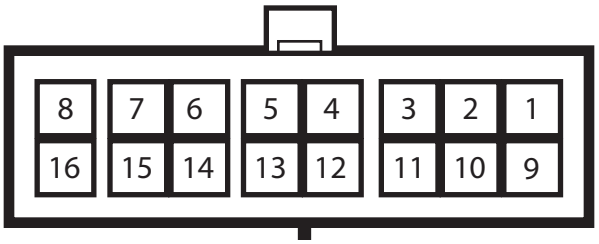


Figure 19 CanTrol J17 16 Pin Connector

Table 12 CanTrol J17 16 Pin Connector

Position	Function	Base Prep Wire Color
1	N/A	White/Brown
2	Head Light Sense	Brown/Blue
3	Park/Neutral Sense	Brown
4	Horn Sense	Brown/Gray
5	N/A	White/Black
6	N/A	White/Violet
7	Ignition Sense	Orange/Violet
8	N/A	Blue
9	N/A	Black/White
10	N/A	White/Green
11	N/A	White
12	Alarm Sense	Brown/Blue
13	Driver Door Ajar	Brown/Gray
14	N/A	N/A
15	N/A	N/A
16	N/A	Blue

FUSES

Wiring provisions

The wiring take outs and connections are in similar locations as previous models. Refer to the current Charger Police Vehicle Upfitting Guide for 2006 to 2010 vehicles.

POWER DISTRIBUTION CENTER

Front Power Distribution Center

There are two fuse and relay locations on the vehicle for the standard electrical systems. The fuse values and positions for the standard electrical systems are described below.

CAUTION: When installing the PDC cover, make sure it is properly positioned and latched to prevent water from getting into the PDC and causing an electrical system failure. When replacing a blown fuse, use only a fuse having the correct amperage rating. The use of a fuse with a rating other than indicated may result in an electrical system overload. If a properly rated fuse continues to blow, it indicates a problem in the circuit that must be corrected.

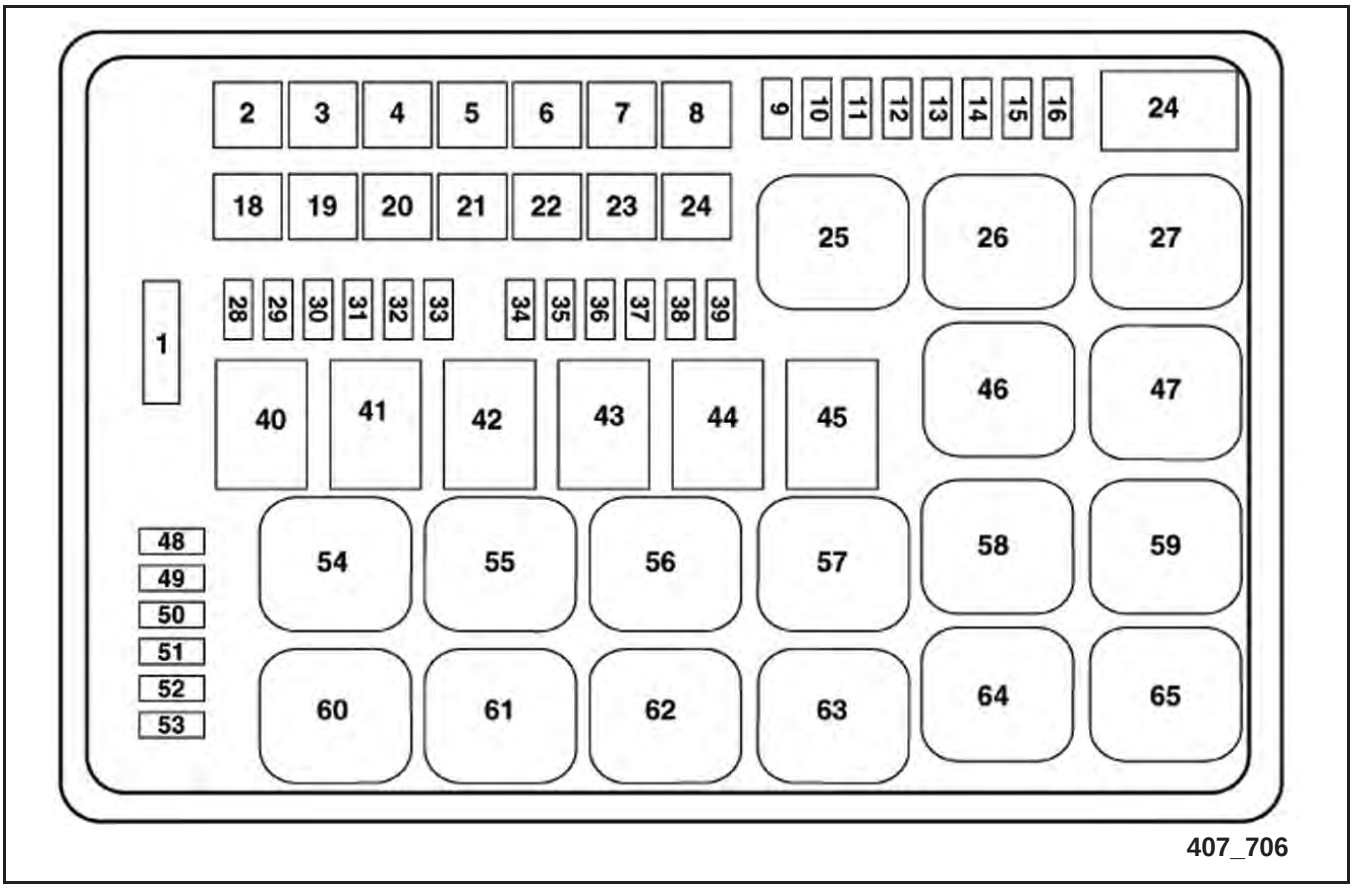


Figure 20 Underhood PDC

Table 13 Underhood Fuses and Relays

Cavity	Cartridge Fuse	Mini-fuse	Description
1			Spare
2		40	Radiator Fan 1
3		50	Power Steering 1
4		30	Starter
5		20	Antilock Brakes
6			Spare
7		20	Police Ignition Feed 1
8		20	Police Ignition Feed 2
9			Spare
10		10	Underhood Lamp
11		20	Horns
12		10	A/C Clutch
13			Spare
14		25	Antilock Brakes
15			Spare
16			Spare
18		50	Radiator Fan 2
19		50	Power Steering 2
20		30	Wiper Motor
21		20	Police Battery Feed 3
22		20	Police Battery Feed 2
23		20	Police Battery Feed 1
24		20	Police Ignition Feed 3
28		25	Fuel Pump
29		15	Transmission
30			Spare
31		25	Engine Module
32			Spare
33			Spare
34		25	ASD Feed 1
35		20	ASD Feed 2
36		10	Antilock Brake Module
37		10	Engine Control/Fan
38		10	Airbag Module
39		10	Power Steering Module/A/C Clutch
48			Spare

Cavity	Cartridge Fuse	Mini-fuse	Description
49			Spare
50			Spare
51		20	Vacuum Pump
52			Spare
53			Spare
Relays			
Cavity			**Description**
17			Spare
25			Vacuum Pump
26			Spare
27			Starter

Rear Power Distribution Center

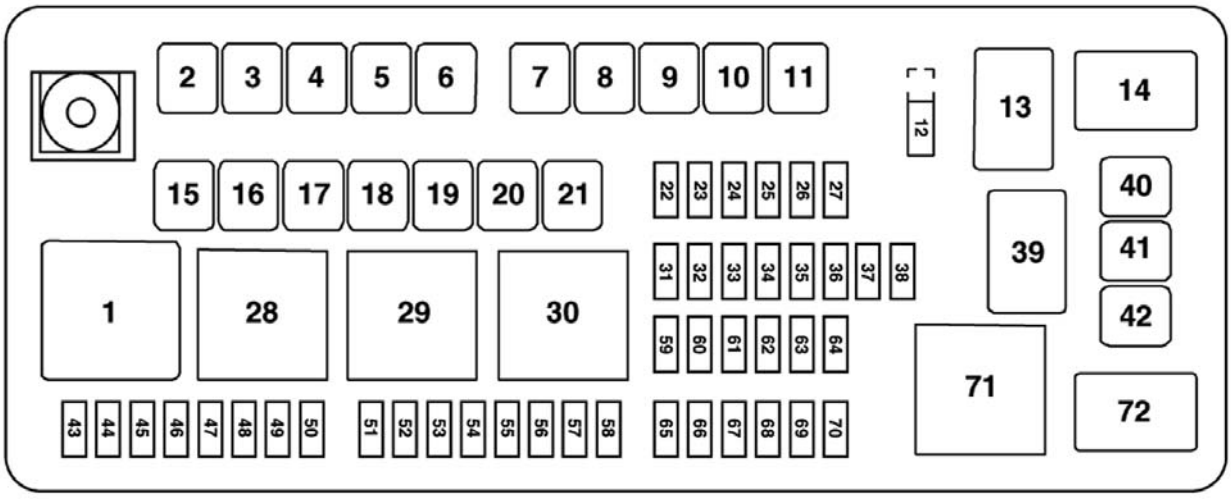


Figure 21 Rear PDC

Table 14 Rear PDC Fuses and Relays

Cavity	Cartridge Fuse	Mini-fuse	Description
2	60		Front PDC Feed 1
3			Spare
4	60		Front PDC Feed 2
5		20	Dome Lamp
6		40	Exterior Lighting 1

Cavity	Cartridge Fuse	Mini-fuse	Description
7		40	Exterior Lighting 2
8		30	Interior Lighting/Washer Pump
9		30	Power Locks
10		30	Driver Door
11		30	Passenger Door
12		20	Power Outlets (selectable)
15		40	HVAC Blower
16			Spare
17			Spare
18			Spare
19			Spare
20			Spare
21			Spare
22		20	Right Spot Lamp
23		10	Fuel Door/Diagnostic Port
24		15	Radio Screen
25		10	Tire Pressure Monitor
26			Spare
27			Spare
31		25	Power Seats
32		15	HVAC Module/Cluster
33		15	Ignition Switch/Wireless Module
34		10	Steering Column Module/Police Module
35		10	Battery Sensor
36		20	Left Spot Lamp
37		15	Radio
38			Spare
40			Spare
41			Spare
42		30	Rear Defrost
43			Spare
44			Spare
45		15	Cluster/Rearview Mirror
46			Spare
47			Spare
48			Spare
49			Spare

Cavity	Cartridge Fuse	Mini-fuse	Description
50			Spare
51			Spare
52			Spare
53		10	HVAC Module
54			Spare
55			Spare
56			Spare
57			Spare
58		10	Airbag Module
59		20	Adjustable Pedals
60			Spare
61			Spare
62			Spare
63			Spare
64		25	Rear Windows
65		10	Airbag Module
66			Spare
67		15	Run Sense
68			Spare
69			Spare
70			Spare

Relays

Cavity	Description
1	Ignition Run
13	Adjustable Pedals
14	Spare
28	Rear Defrost
29	Rear Windows/Run Sense
30	Power Outlets
39	Spare
71	HVAC Blower
72	Spare

Auxiliary Power Distribution Center

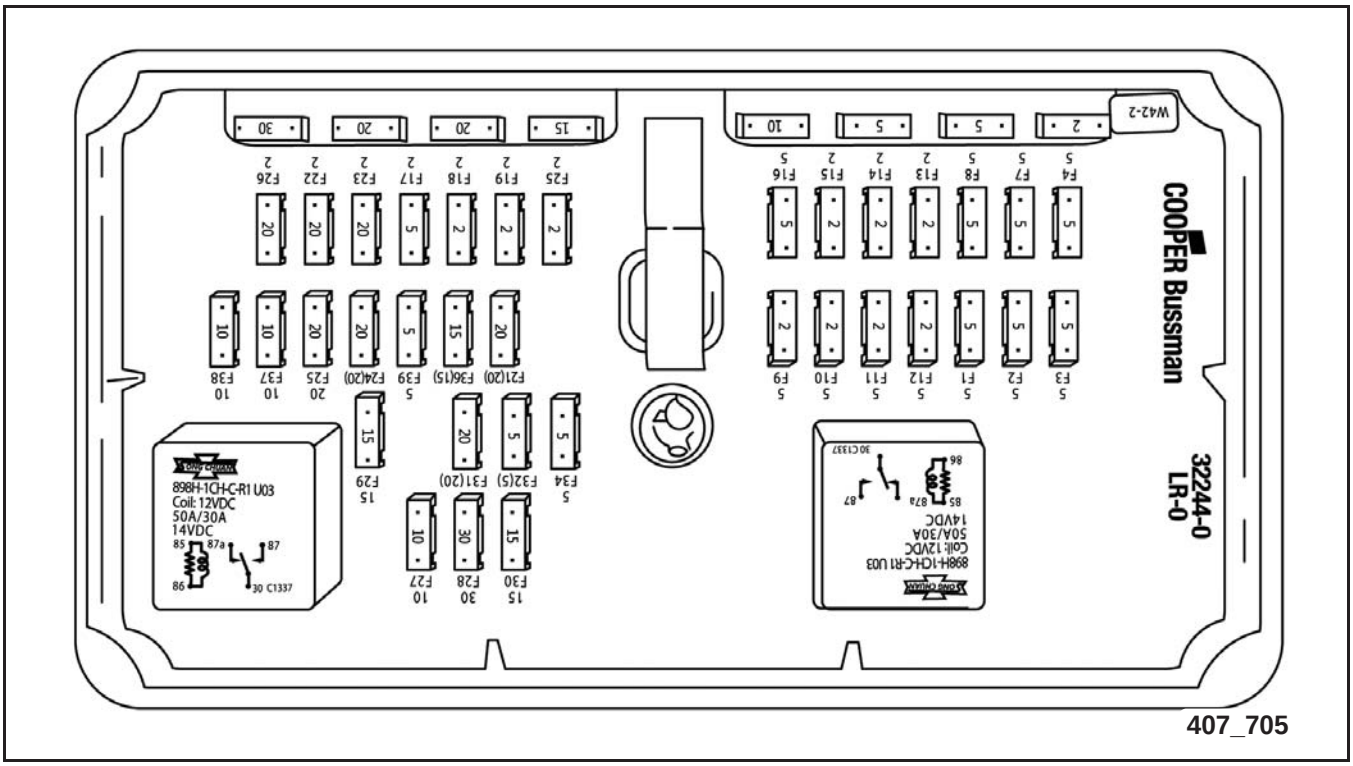


Figure 22 Auxiliary Power Distribution Center

Cavity	Amperage	Description
F1	5	Front Corner LEDs
F2	5	Grill LEDs
F3	5	Mirror LEDs
F4	2	Visor Trigger
F7	5	B Pillar LEDs
F8	5	Deck LEDs
F9	2	Takedown
F10	2	Right Alley
F11	2	Left Alley
F12	2	Lightbar Front
F13	2	Lightbar Rear
F14	2	Tail Lamp Flash
F15	2	Headlamp Flash
F16	5	Rear LEDs
F17	5	Gun Lock
F18	2	T/A Left
F19	2	T/A Right

Cavity	Amperage	Description
F20	2	T/A Flash
F21	25	Siren In1A
F22	25	Siren In1B
F23	25	Siren In2A
F24	25	Siren In2B
F25	20	Front Radio
F26	20	Rear Radio
F27	10	Radar
F28	30	Lightbar
F29	15	Visor
F30	15	T/A
F31	20	Siren Controller
F32	5	Front Radio
F34	5	Fan/Timer Module Ign
F36	15	Computer
F37	10	Camera
F38	10	Modem
F39	5	Printer
Relays		
Cavity		**Description**
R1		Ignition Relay
R2		Horn Relay

PASSIVE RESTRAINTS

Occupant Restraint System

WARNING:	**INSTALLING A CONVENTIONAL PRISONER PARTITION IS NOT RECOMMENDED ON VEHICLES EQUIPPED WITH LEFT AND RIGHT SIDE CURTAIN AIRBAGS, AS POLICE CAGES MAY INTERFERE WITH THE DEPLOYING AIRBAG. THE AREA WHERE THE SIDE CURTAIN AIRBAG IS LOCATED SHOULD REMAIN FREE FROM ANY OBSTRUCTIONS. ONLY INSTALL A PARTITION THAT IS DESIGNED TO BE COMPATIBLE WITH SIDE CURTAIN AIRBAGS.**
WARNING:	**IF YOUR VEHICLE IS EQUIPPED WITH LEFT AND RIGHT SIDE CURTAIN AIRBAGS, CARE MUST BE TAKEN WHEN INSTALLING ANY TYPE OF ROOF EQUIPMENT. DRILLING AND INSTALLATION OF FASTENERS OR OTHER EQUIPMENT THAT MAY INTERFERE WITH THE SIDE CURTAIN AIRBAGS AND AIRBAG WIRING HARNESS IS NOT PERMITTED. MAKE SURE THAT NO EQUIPMENT OR FASTENERS ARE LOCATED IN THE AIRBAG DEPLOYMENT ZONE.**
WARNING:	**DO NOT PLACE OBJECTS, OR MOUNT EQUIPMENT, IN FRONT OF THE AIRBAG MODULE COVER OR IN FRONT OF THE SEAT AREAS THAT MAY COME IN CONTACT WITH A DEPLOYING AIRBAG. FAILURE TO FOLLOW THIS INSTRUCTION COULD RESULT IN PERSONAL INJURY.**
WARNING:	**DO NOT PLACE DASH, TUNNEL, OR CONSOLE-MOUNTED EQUIPMENT OUTSIDE OF THE SPECIFIED ZONE. FAILURE TO FOLLOW THIS INSTRUCTION COULD RESULT IN PERSONAL INJURY.**

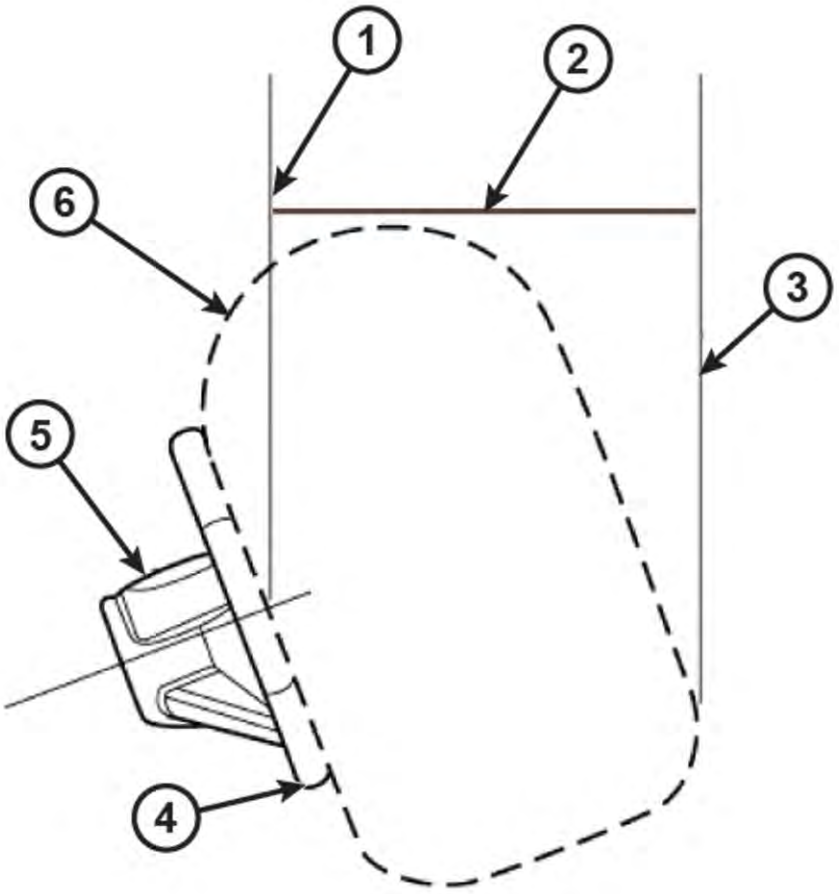
The occupant restraint system contains the following components:

- Left front impact sensor
- Right front impact sensor
- Driver airbag
- Driver side airbag
- Passenger airbag
- Passenger side airbag
- Occupant restraint controller (ORC) module
- Driver seatbelt tensioner
- Passenger seatbelt tensioner
- Left side impact sensors
- Right side impact sensors

There are four interior zones to be aware of:

- Driver airbag deployment zone
- Passenger airbag deployment zone
- Side curtain airbags deployment zone
- Side airbags (seat-mounted) deployment zone

Driver Airbag Deployment Zone



1	Vertical Plane Passing Through the Center of the Steering Wheel	4	Steering Wheel
2	475 mm (18.7 in.)	5	Driver Airbag Retainer/Housing
3	Vertical Plane Passing Through the Maximum Rearward Point that the Driver Airbag Cushion Reaches	6	Driver Airbag Cushion

Figure 23 Driver Airbag Dimensions

NOTE: The illustration represents the maximum dynamic deployment shape.

Table 15 Driver Airbag Cushion Position

DAB diameter when full	673 mm (26.5 in.)
DAB depth when full	381 mm (15 in.)
Maximum rearward displacement during fill	470 mm (18.5 in.)

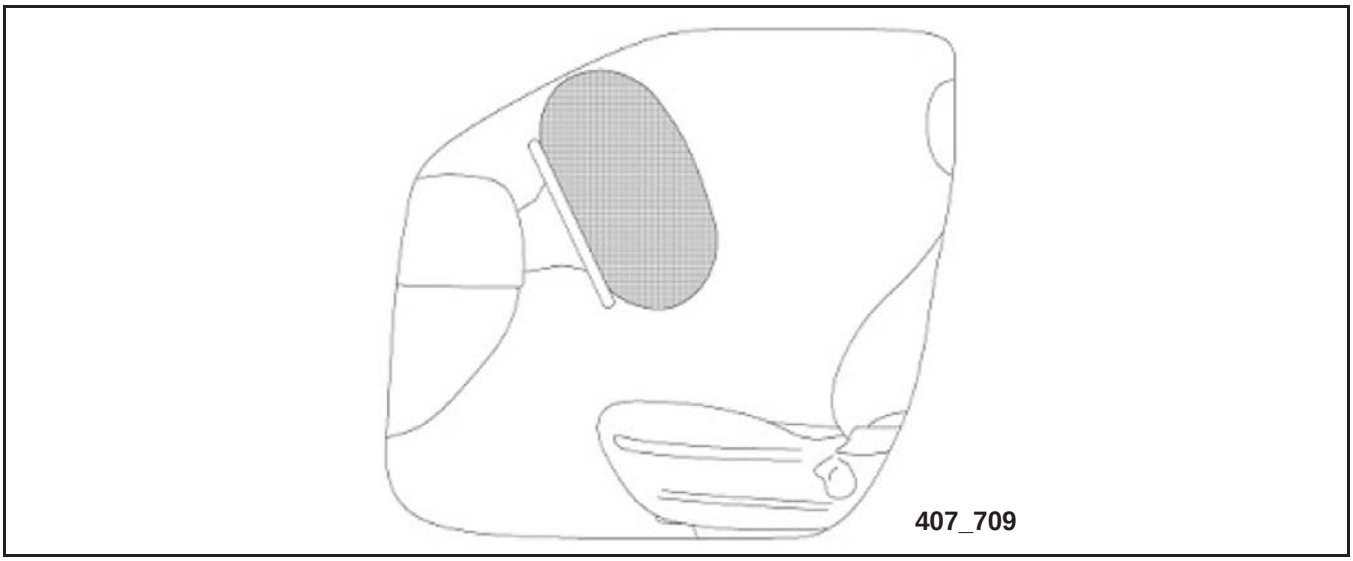
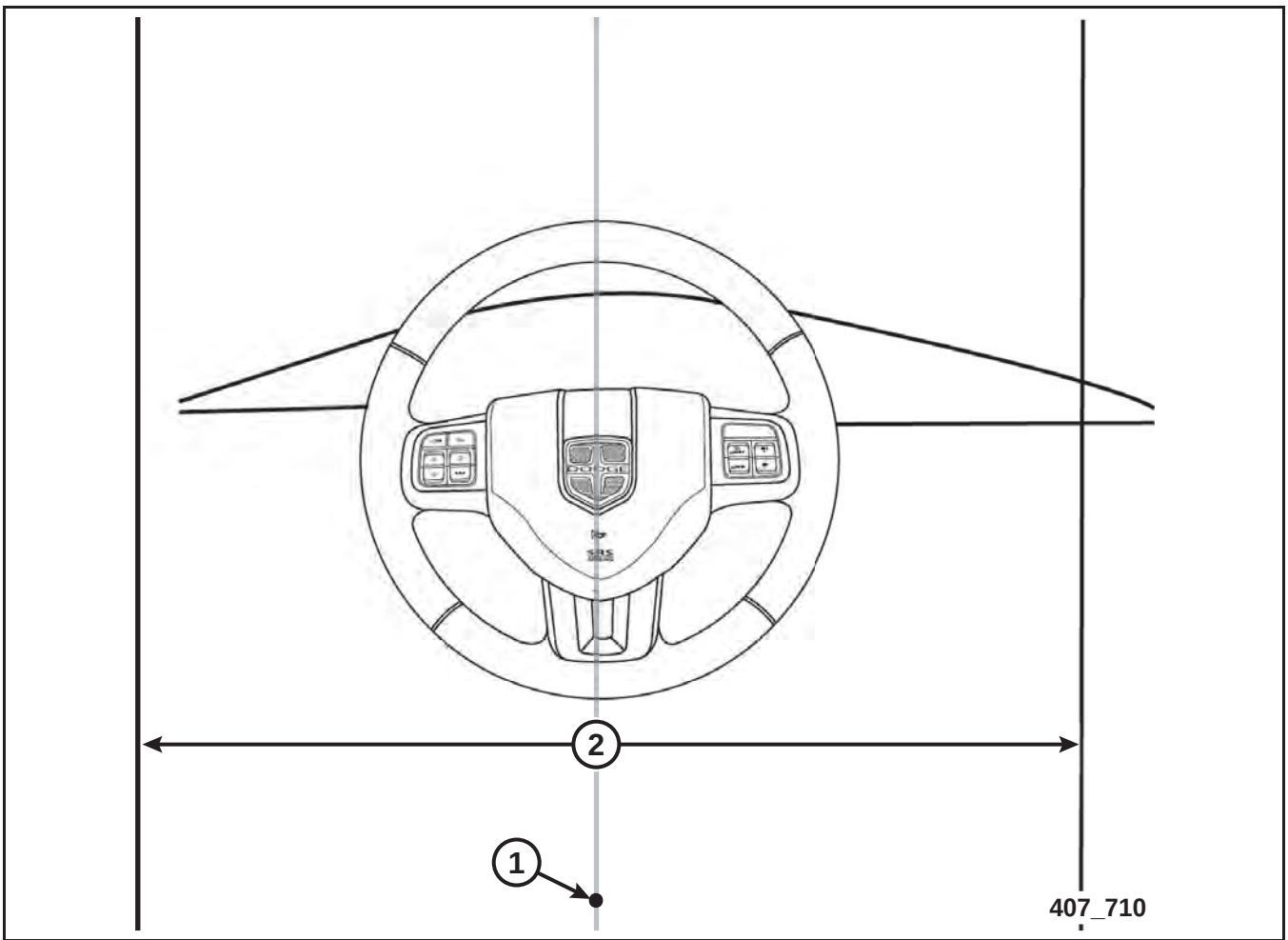


Figure 24 Driver Airbag Deployed Shape

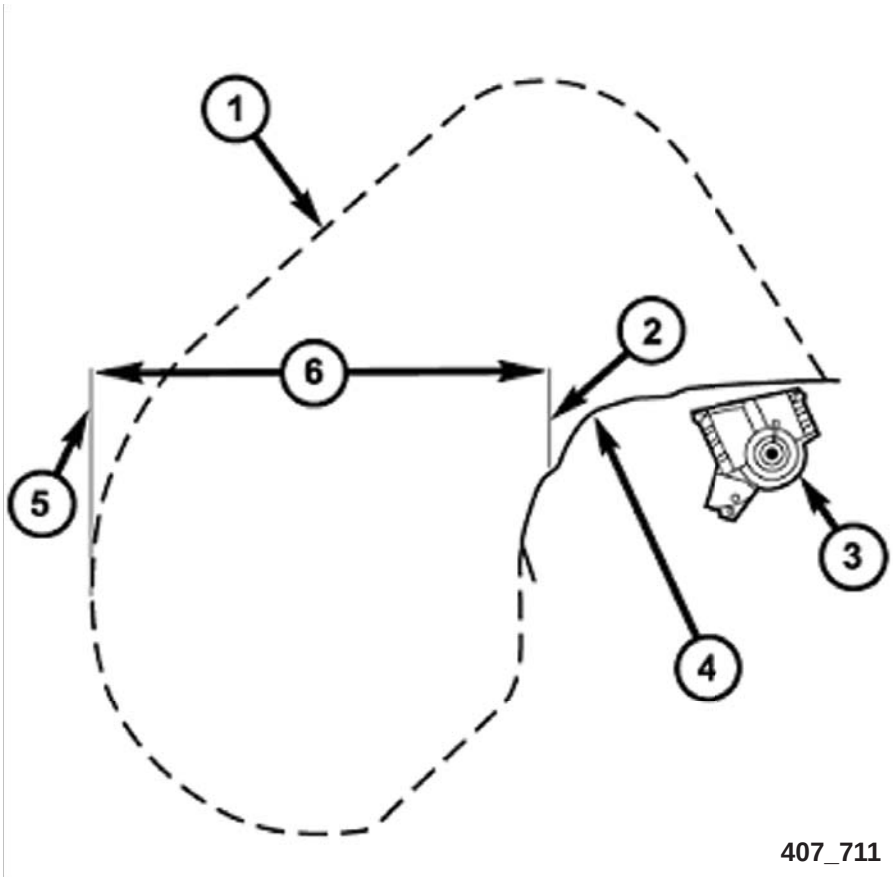
Table 16 Steering Column Tilt Position Range

± 2.7 degrees from steering column tilt pivot point
21.0 degrees from vertical is the normal position



1	Driver Seating Reference	2	Driver Airbag Cushion Lateral Deployment Zone 711 mm (28 in.)

Figure 25 Deployment Zone



1	Passenger Airbag Cushion	4	Instrument Panel
2	Vertical Plane from Point of Instrument Panel	5	Vertical Plane Passing Through the Maximum Rearward Point That the Passenger Airbag Cushion Reaches
3	Passenger Airbag Module	6	470 mm (18.5 in.)

Figure 26 Passenger Airbag Deployment Zone

NOTE: The illustration represents the maximum dynamic deployment shape.

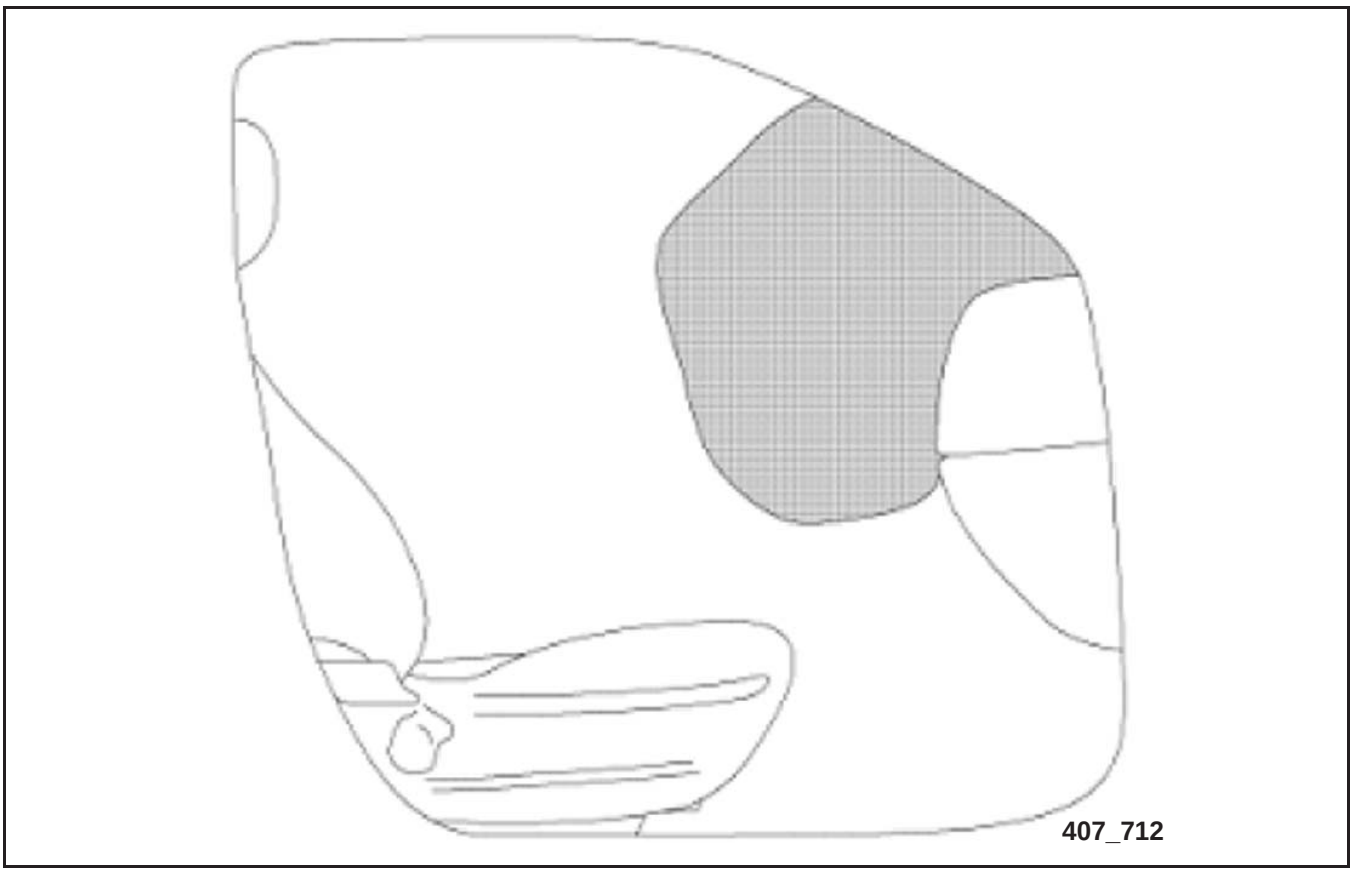
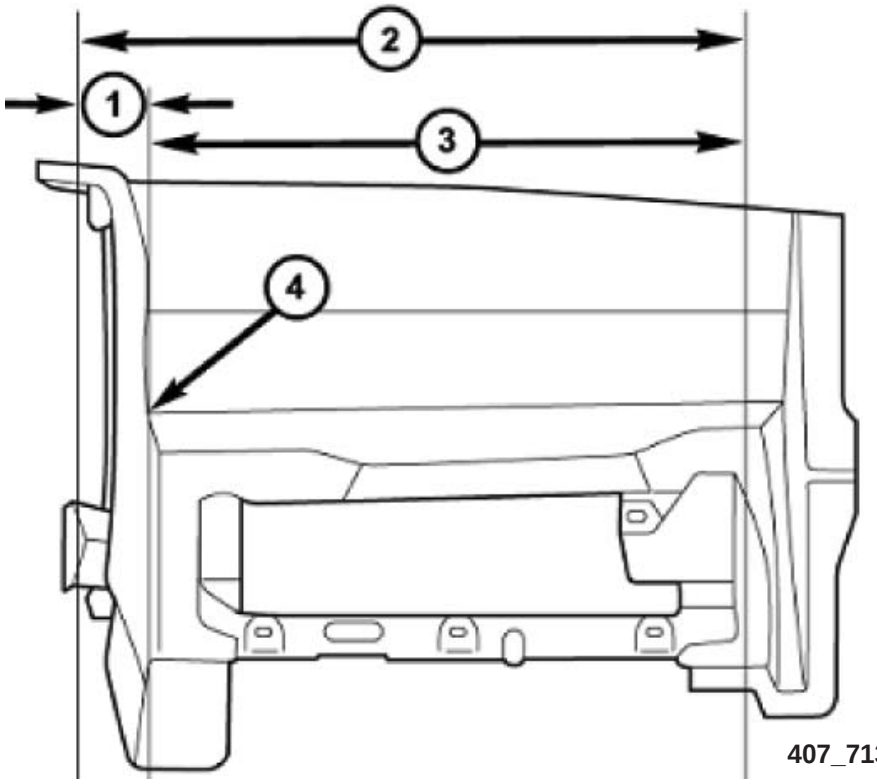


Figure 27 Final Deployment Shape



1	70 mm (2.75 in.)	3	508 mm (20.0 in.)
2	Passenger Airbag Deployment Zone	4	Reference Point

Figure 28 Deployment Zone

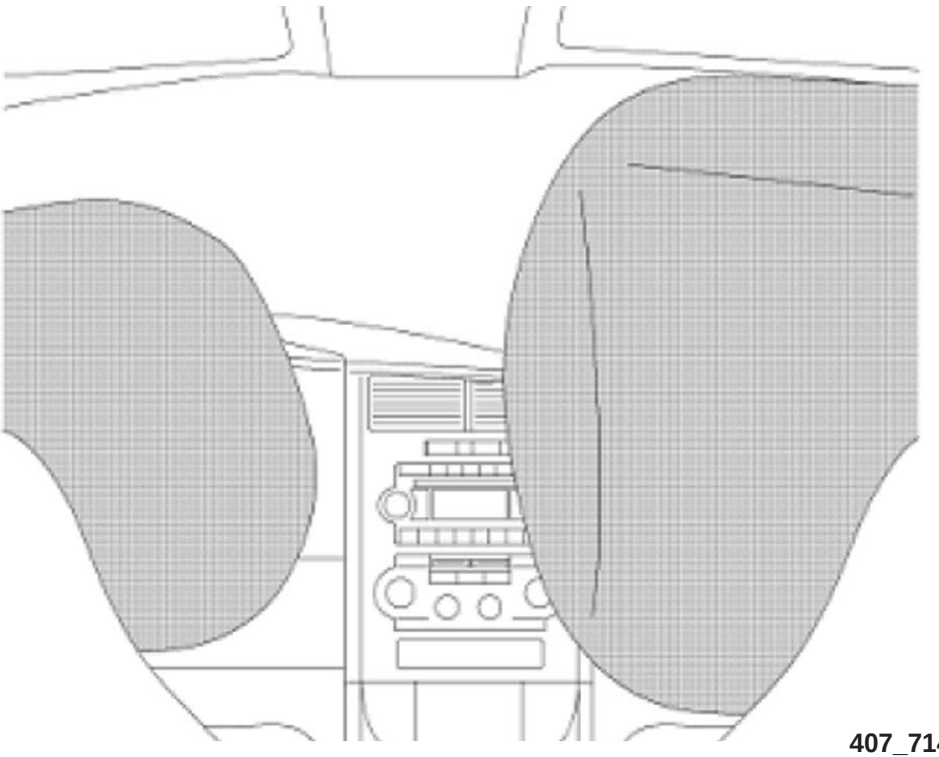
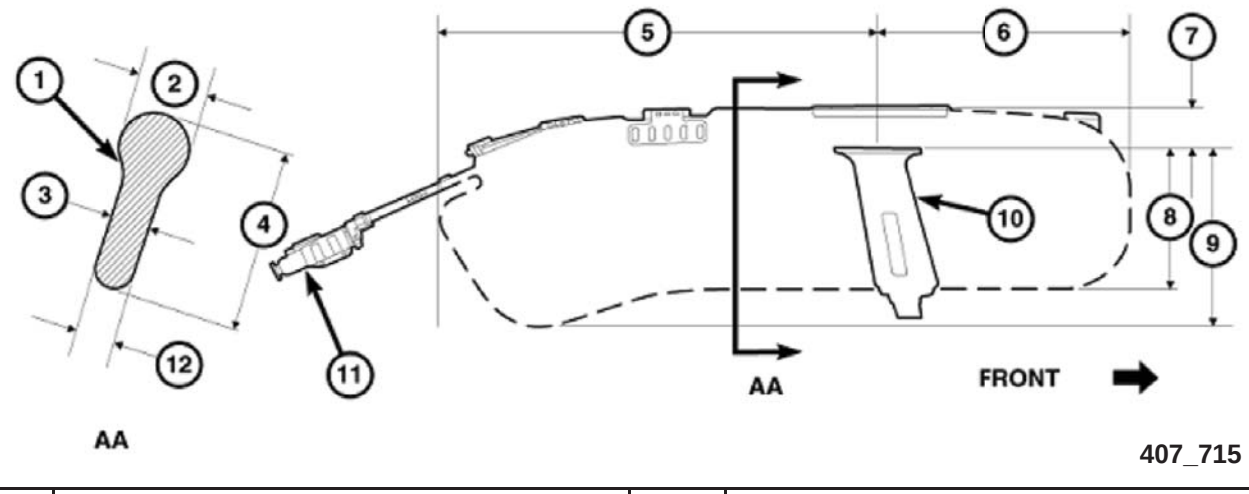


Figure 29 Center Interior Area

WARNING:	**MAKE SURE ADEQUATE SPACE IS AVAILABLE FOR AIRBAG DEPLOYMENT. MOUNTING ACCESSORIES AND EQUIPMENT INSIDE THE DEPLOYMENT ZONES IMPEDES AIRBAG DEPLOYMENT.**

NOTE: The illustration represents the maximum dynamic deployment shape.

Side Curtain Airbag Deployment Zone



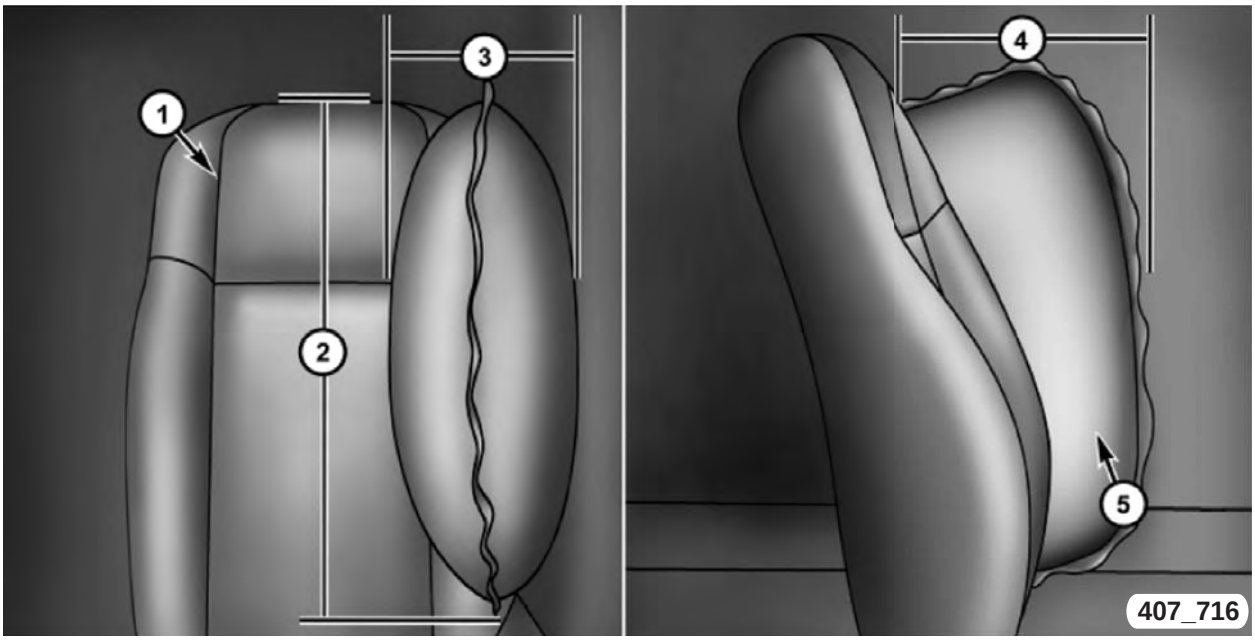
1	Cross Sectional Area Side View	7	88.9 mm (3.5 in.)
2	220.9 mm (8.7 in.)	8	368.3 mm (14.5 in.)
3	88.9 mm (3.5 in.)	9	482.6 mm (16.0 in.)
4	449.6 mm (17.7 in.)	10	B-pillar
5	1033.8 mm (40.7 in.)	11	Side Curtain Airbag Inflator Module
6	502.9 mm (19.8 in.)	12	88.9 mm (3.5 in.)

Figure 30 Side Curtain Airbag Deployment Zone

WARNING:	**MAKE SURE ADEQUATE SPACE IS AVAILABLE FOR AIRBAG DEPLOYMENT. DO NOT MOUNT EQUIPMENT OR ROUTE WIRES IN A WAY THAT WILL IMPEDE SIDE CURTAIN AIRBAG DEPLOYMENT.**

If the vehicle is equipped with side curtain airbags, take care when installing equipment in the roof area to avoid drilling or installing fasteners in the side curtain airbag area. Also make sure that no equipment installed inside the vehicle interferes with the airbag deployment areas. If additional wiring needs to be routed on the sides of the roof, take care that the installed harness does not impede the airbag deployment. Point fasteners used to attach roof-mounted equipment outward from the passenger compartment to minimize risk of head injury and to avoid altering the head impact protection system (FMVSS 201) that is standard on these vehicles. Do not allow fasteners to extend into the passenger compartment, even between the roof and headliner.

Side Airbag Deployment Zone



1	Front Driver Seat	4	1998.9 mm (78.7 in.)
2	4495.8 mm (177 in.)	5	Seat-mounted Airbag
3	1998.9 mm (78.7 in.)		

Figure 31 Side Seat-mounted Airbag Deployment Zone

NOTE: The illustration represents the maximum dynamic deployment shape.

CAUTION: It is imperative that all occupant restraint system components remain in their original location and orientation. Any modification, removal, or relocation of components may be detrimental to the occupant restraint system performance and is prohibited. Any vehicle modification that may affect the occupant restraint system characteristics should be verified through vehicle calibration/ impact testing.

Occupant Restraint System Wiring

All occupant restraint system wiring must remain intact and may not be used for any other purpose. This includes the driver and front passenger seat wiring. Any electrical connector that is yellow is part of the occupant restraint system and should not be modified or used for other purposes.

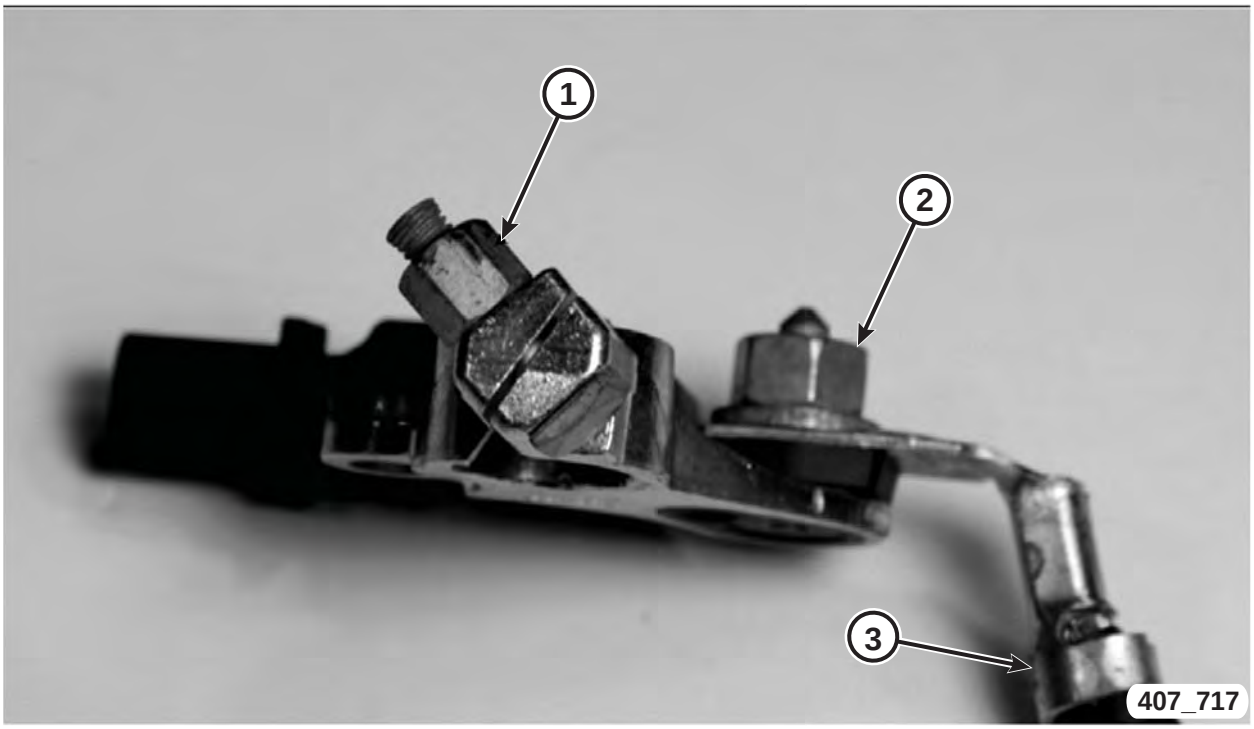
Occupant Restraint System Verification

After any modification work is complete, confirm the occupant restraint system readiness as follows: turn the ignition key to the ON position. The airbag lamp in the instrument cluster illuminates for 6 to 8 seconds, and then turns off. If the airbag lamp fails to illuminate, repeatedly cycles on and off, or does not turn off, have the condition corrected by an authorized Chrysler LLC dealership before shipping the vehicle to the customer.

TOWING

Chrysler Group LLC does not recommend towing with the Dodge Charger Pursuit vehicle.

VEHICLE STORAGE



1	Clamping Nut (do not remove)	3	Negative Battery Cable
2	Ground Connection Nut		

Figure 32 Intelligent Battery Sensor

If a vehicle is not immediately delivered to the customer, store the vehicle according to the following guidelines:

- Store the vehicle indoors, in a clean and dry place.
- Check the engine coolant and anti-freeze protection.
- Leave the parking brake in the OFF position.

If vehicles must be stored outside:

- Avoid storage locations near obvious sources of industrial or environmental contamination (such as trees, factories, steam or vapor vents, railroad tracks, etc.).
- Maintain tight security to help prevent vandalism. Inspect the vehicle regularly to check for such damage.
- If the vehicle must be parked on an incline, park it with the front end higher than the rear. This prevents hydrostatic lock caused by fuel draining into the engine.
- Rinse the vehicle at least once a week. Wash away the snow more often because it can trap harmful contaminants. Dry all horizontal surfaces.
- Remove the negative battery cable by removing the ground connection nut to prevent battery drain and possible damage.
- Keep all windows closed, all doors locked, and all trim covers intact and in place.
- Do not use chalk, crayon, or any marker containing abrasives on painted, plated, or glass surfaces.
- Use protective, thin, plastic film to avoid soiling seats when moving a vehicle.

NOTE: The 2011 and newer Dodge Charger Pursuit vehicle does not have an IOD fuse as in previous models. Therefore, the negative battery cable should be removed from the intelligent battery sensor to prevent draining the battery during extended vehicle storage. Only loosen the ground connection nut from the intelligent battery sensor to remove the negative battery cable.

WARNING:	**THE BATTERY IN THIS VEHICLE HAS A VENT HOSE THAT SHOULD NOT BE DISCONNECTED AND SHOULD ONLY BE REPLACED WITH A BATTERY OF THE SAME TYPE (VENTED). FAILURE TO FOLLOW THIS WARNING CAN RESULT IN SERIOUS OR FATAL INJURY.**

Once a month:

- Check the battery state for charge (at least 12.4 volts). Charge the battery as necessary to help prevent freezing and deterioration.
- Make sure that the battery vent tube is properly connected to the battery and to the floor pan.
- Check the vehicle tire pressures and inflate them to the maximum recommended levels. To help avoid flat spotting, move the vehicle at least once a month so that a different portion of the tire tread contacts the ground.

VEHICLE STORAGE

Shipping Mode

The Dodge Charger Pursuit vehicle no longer uses an IOD fuse when transporting or storing for a long period of time. The BCM has a Shipping Mode that takes the place of pulling the IOD fuse. The vehicle will come from the factory in Shipping mode.

To enable/disable the Shipping Mode function:

- **2011-2014 -** Press and hold the Front Defrost and Enter/Browse for five seconds. You can also enable/disable the vehicle from Shipping Mode by using the scan tool: go to BCM then Misc. function.
- **2015 - Newer** - Turn the ignition ON (No engine cranking or running required)
  - Turn on the hazard lamps (also known as emergency flashers)
  - Press the "Up Arrow" button on the left steering wheel button pod and hold for 5 seconds
  - Mode is switched from "Shipping Mode" to "Customer Mode"
  - Turn off the hazard lamps

Table 17 Vehicle Storage

Description	Action
Keep all protective transit film, wheel covers, and films on vehicle	Keep all protective transit film, wheel covers, and films on vehicle until sold.
Inflate the tire pressure to the maximum side wall pressure	Inflate the tire pressure to the maximum side wall pressure (except heavy duty trucks).
Put the vehicle into Ship Mode (if no IOD fuse)	**See instructions above**

NOTE: Vehicle may not be returned to Ship Mode if the vehicle has over 110 miles on the odometer.

TRUNK COOLING FAN

Figure 33 Trunk Cooling Fan

The trunk cooling fan is driven by the necessity to either heat or cool the trunk area when equipment is installed in the trunk. Previous models of camera systems contained a vault that had its own environmental controls, but (with the arrival of digital recording) most of these went away. Multi-piece computers or laptops have been moved to the trunk area and this has caused the systems to either freeze in cold climates or become overheated in warm climates. The trunk fan helps to stabilize the temperature in the trunk in a relatively short period of time, helping the components to function properly. With the cabin of the vehicles becoming more congested, the trunk-mounting of equipment will continue to be the only available location and the need to control climate will increase.

Notes:

Notes:

CHRYSLER

WORLDWIDE

The special service tools referred to herein are required for certain service operations. These special service tools or their equivalent, if not obtainable through a local source, are available through the following outlet:

Mopar Essential Tools and Service Equipment

Snap-on Business Solutions

Telephone 1-855-298-2687 2801-80th Street Kenosha, WI 53143, U.S.A. FAX 1-855-303-8985

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